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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XIX • NUMBER 5 • MAY/JUNE 2001



The 9th Cylinder

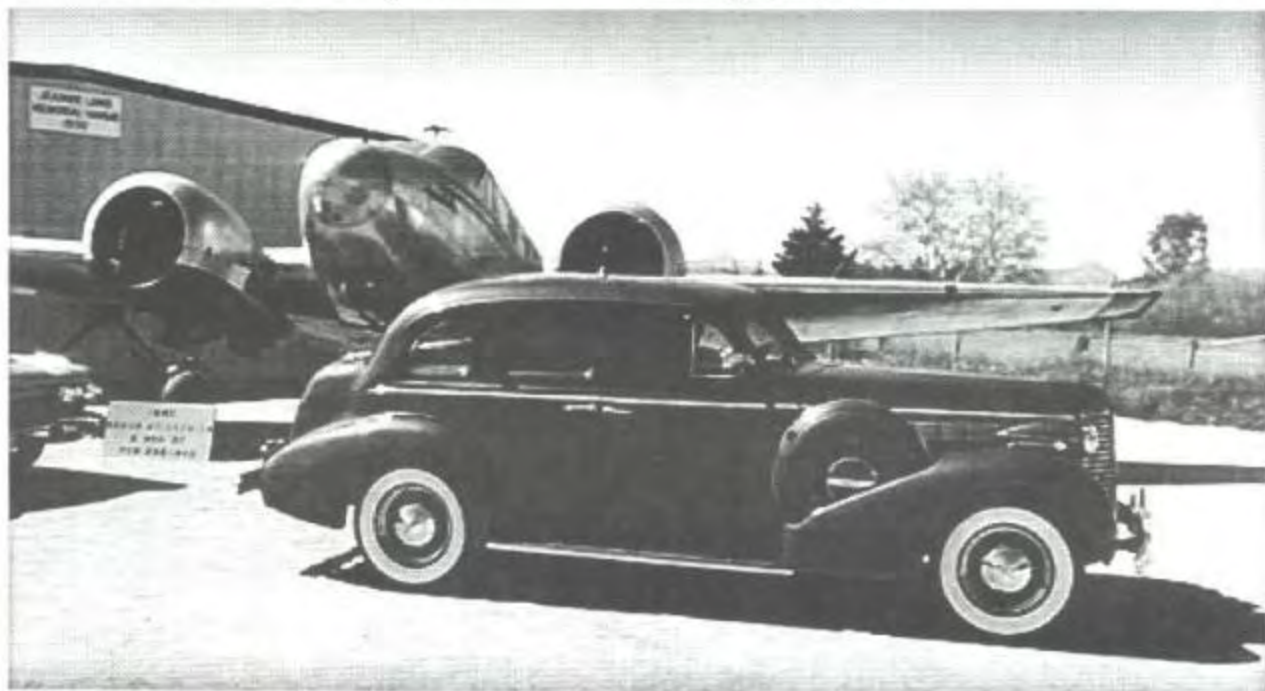
BY HARRY LOGAN (#651) EDITOR

Dear Members: In June there were two 37/38 Buick Meets, one in Washington and one in Canada. This is the first time in several years that we've held two meets. I will attend the Western Meet in Seattle and write an article about it in the next Torque Tube.

The **Torque Tube** just won its fourth Golden Quill Award from Old Cars Weekly newspaper and our membership is now up to 645 paying members. So the club is doing well!

nese helmet and Japanese and German aircraft instruments. They also have a nice restoration shop. The museum is located about 30 miles south of San Jose, CA. Their web site is at: www.wingsofhistory.org

This maroon 1936 Buick sedan was photographed last year at the AACA Apple Blossom Festival Car Meet in Winchester, Virginia. Thanks to **Von Hardesty** (#964) in Virginia for sharing this photo.



Here's a 38-41 dark gray sedan, owned by **Don Howell** (#559) - San Leandro, CA, parked in front of a 1942 Beech aircraft (minus its engines) at the Wings of History air museum in San Martin, CA. It's a non-profit organization dedicated to aviation history. They have an exact replica of the 1903 Wright Flyer, WW II Stearman PT-17 trainer, various vintage engines, the cockpit of the Vickers Viscount turbo-prop aircraft that once belonged to musician Ray Charles, WW II Japa-



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





Al Bell (#1061) in Whitehall, MI purchased this black 1938 Limited Model 90L a year ago. It's parked next to the 1938 Cadillac he sold to purchase it. He found it in Fort Smith, Arkansas. The car was originally from California. It has a built-in bar but no divider window or jump seats.

Buicks were popular with fire departments. The Los Angeles City Fire Department had a fleet of



≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

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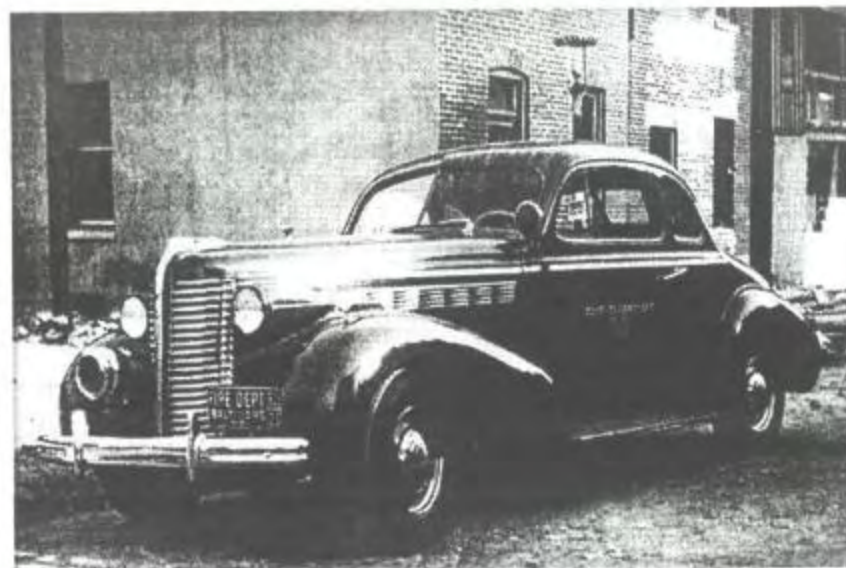
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1937 Buicks. The Fire Chief had a coupe fitted with two red lights.

Here the Chief of the Harrisburg, Pennsylvania Bureau of Fire poses next to a new 1937 Buick coupe. Note the siren-light clearing the way at the front of the car.

The Baltimore, Maryland Fire Department also used Buicks in 1938. This Chief's coupe had a bell, siren and light added. The car also has a sealed beam headlight conversion and Baltimore Fire Department license plates. It does not have the BUICK 8 bumper badge. Thanks to **Craig Allen** (#746) for sharing these pictures. They come from the book *First to the Flames*, the history of fire chief vehicles by Edward L. Peterson.

This period photo was for sale on the eBay Internet Auction. Note the aftermarket front bumper guard and driving lights. This car is probably the least expensive '38 Buick available, the Special Business Coupe Model 46. Thanks to **Charles Jekofsky** (#524) for sharing this information.



This period photo shows Mount Rushmore National Memorial in South Dakota. There was a grand unveiling of Lincoln's face on Constitution Day, September 17, 1937. In the foreground is a '38 Buick Special Four door trunk back sedan Model 41 with the extra cost whitewall tires.

Note the accessory Twin Grille Covers which cost \$1.35. According to Buick sales literature, the purpose of the Grille Covers was to "improve engine and heater operation in cold weather and to permit cooling solution to flow more freely and thereby maintain more even radiator temperature." The car also has the BUICK 8 bumper badge and the longest end of the bumper is on top! Thanks to **Christine Osborne** (#1273) in Connecticut for sharing this postcard.

This 1937 Special Trunkback Sedan Model 41 was for sale on eBay Internet Auction in April. The minimum bid when I looked was \$1025. The car was described as: "This is a rock solid rust free survivor that was in storage many years. It needs a cosmetic restoration. the engine runs great but the gas tank needs to be cleaned out. Please call Bob with questions (203) 265-2530 or email bobmaredon@msn.com The car is in Connecticut. Thanks to **Charles Jekofsky** (#524) for sharing this information.

Sometime when editors try to condense the title of a newspaper headline, it ends up having a meaning different than was intended. Here are some examples:



Include Your Children When Baking Cookies

Something Went Wrong in Jet Crash, Experts Say

Police Begin Campaign to Run Down Jaywalkers

Iraqi Head Seeks Arms

Panda Mating Fails; Veterinarian Takes Over

Teacher Strikes Idle Kids

Plane Too Close to Ground, Crash Probe Told

Miners Refuse to Work After Death

Juvenile Court to Try Shooting Defendant

Stolen Painting Found by Tree

Two Sisters Reunited After 18 Years in Checkout Counter

War Dims Hope for Peace

If Strike Isn't Settled Quickly, It May Last a While

Couple Slain; Police Suspect Homicide

Man Struck by Lightning Faces Battery Charge

New Study of Obesity Looks for Larger Test Group

Astronaut Takes Blame for Gas in Space

Kids Make Nutritious Snacks

Local High School Dropouts Cut in Half

Typhoon Rips Through Cemetery; Hundreds Dead



*This light colored brand new '38 convertible coupe appeared in the movie
 "Men Are Such Fools" filmed in December, 1937 and January, 1938.
 The car has an ivory colored steering wheel and sidemounts.*



Harry

1937 Buick 1938 COVER CARS

Bob Ward (#114) in Canada purchased this 1937 McLaughlin-Buick Limited converted to a railway inspection vehicle. Here it's sitting on a road prior to being transferred to Bob's flatbed truck. How would you like to come around a bend and meet this 10,000 pound (4,500 kg) monster? Rear Cover: Bob writes, "The car was set down on the road to turn it around so it would go onto our truck frontwards. With the cow catcher in the front and a trunk in the back, it just fit. What a relief!"

1937 CANADIAN PACIFIC RAILROAD INSPECTION VEHICLE

By Bob Ward (#114)-Ontario, Canada

I first became aware of this car while traveling to Hershey in 1980 with fellow '37 Buick nut Bob James. He had been given two very poor photos of a railcar for sale. Nothing was known, not the model, the location, the price or even the owner. We studied the photos for a lot of miles and decided it was a large series, probably a Roadmaster.

After all, why would you use a Limited for such service.

At the time I was looking for a Roadmaster parts car so I was interested. I got the photos from Bob to show my wife Doreen. She thought it would make a nice lawn ornament. The next weekend Bob had to check out a couple of other cars in Quebec City which were owned by the man who



had given him the photos, so off we went.

It turned out that the man didn't know too much more about the car. He had a name, Roger La Tourneau and that he might be the owner of a pub/hotel in the town of Sainte Cesaire near Montreal. It was on the way home, so in a few hours we were in Sainte Cesaire, a French speaking city of about 5000, roaming up and down streets looking down driveways, peeking in garages and asking for Roger La Tourneau. Nothing!

That evening Bob, who speaks French, got on the phone and started calling pubs. After a couple of calls we were given the right name. A call was made to Gaston La Tourneau and a meeting was arranged for the next day. We met Gaston and followed him to a house about five miles (8km) outside of town.

He led us behind the house and there it was. It had been sitting there for seven years. Of course the first stop was the hood louvers....LIMITED. My heart sank, I wanted a Roadmaster.

Although Gaston spoke only a little English, Bob got me out of earshot and told me I "was buying it because it was a full Classic!". He was bubbling over; I was disappointed. However, by the time I had worked my way back to the body, discovering it was a limousine, jump seats, divider window and all, my spirits were rising. We took photos, gave it a once over and left, making arrangements to call the next week to let him know my decision. The call was made and the car purchased. The following weekend Doreen and I traveled to



Gaston's hotel to finalize the deal. Since it was snowing, we all decided to leave the car where it was until Spring.

In June I rented a flatbed truck and headed off after work to pick up the car. Bob and I arrived in Sainte Cesaire the next morning. Gaston arrived and a few minutes later a tilt-and-load truck arrived.

The driver picked the car up, then set it down on the road (see front cover), then picked it up again from the rear.

We found a spot in the driveway (below) where the two trucks were almost level, then rolled the railcar onto my truck and chained it down and headed for home.

The McLaughlin Buick Club was holding a meet the next weekend in Toronto, so we got out the hose and scrub brushes to clean the car up for its debut as it had been stored outside under



(continued from page 7)

trees for seven years. After an enjoyable day, we dropped the car off on the loading dock at my work where it was picked up the next day and set down at our home.

Now my wife finally had her lawn ornament! We left the car on the lawn for the summer, then moved it into the garage to start disassembling. Off came the cow-catcher. Off came the extra trunk. We opened the trunk, it was empty. Off came the fenders. Off came the body.

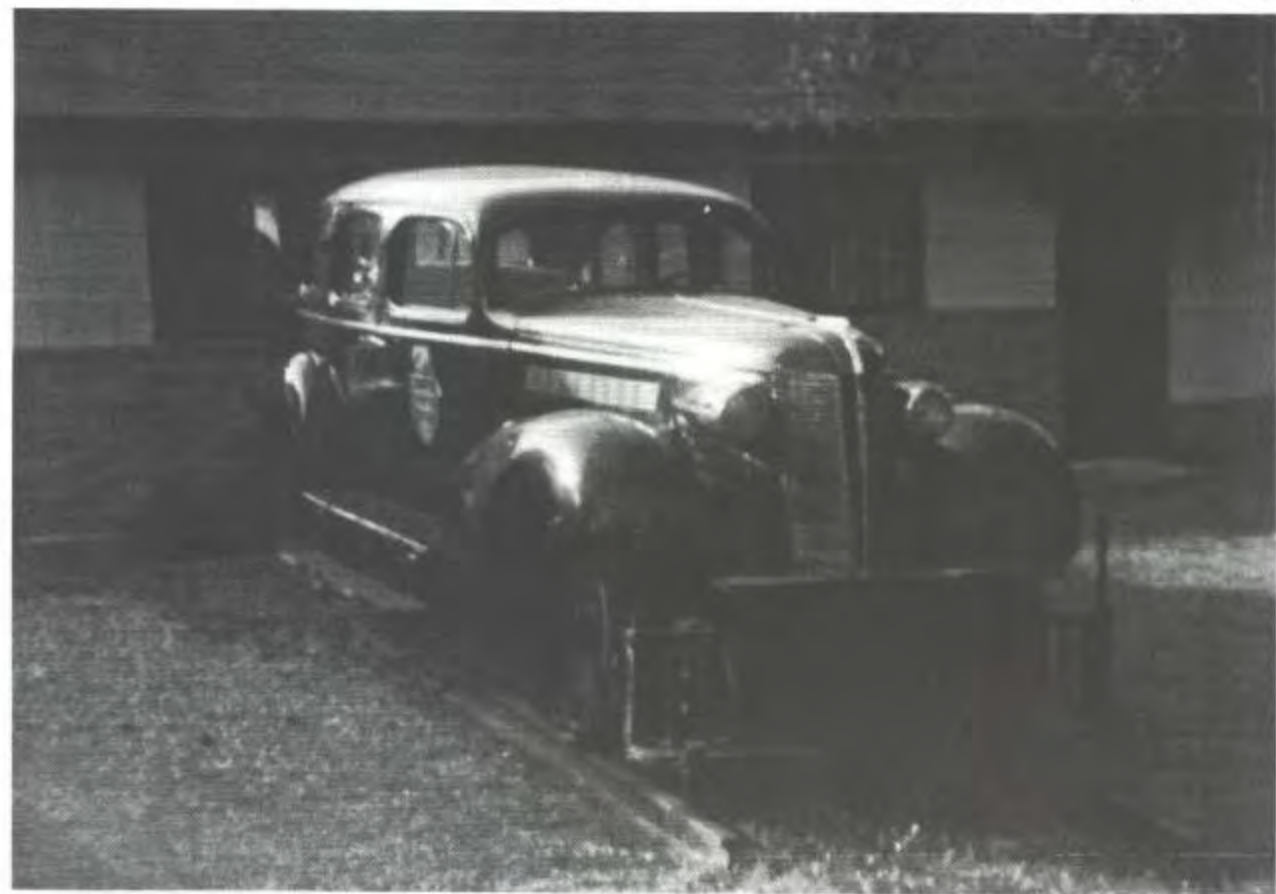
We found some letters written to the Canadian Pacific that revealed the car has been purchased new and converted in Montreal. It was based in Saskatoon, Saskatchewan where it roamed the prairies from the Ontario border to the mountains. In 1947 it was refurbished and moved to New Brunswick where it served the Atlantic Provinces until being replaced with a GMC Suburban in the early 1960's.

During this process it became obvious that the Roadmaster parts were not going to fit and the car that looked solid was in need of some serious restoration work. It was suffering from both wood and metal rot. Because of this and a change of homes in 1983, the car restoration went on a major slowdown. By 1991 the wood work had been completed

and the body work started. But then in 1994 an ad appeared in a Canadian antique car newspaper offering a 1937 McLaughlin Buick Limited Limousine for sale. The seller was only twenty minutes away. This car was original inside and out with only 50,000 miles on the odometer. We could drive this one. The railcar was now back on hold.

The new car has been a ball. We've attended several Eastern 37/38 Meets with it and taken it to many local shows. However, time and use are starting to show. Before the interior can be done, it will need to be painted. Before it can be painted, the body must be done. Before the body can be done, the wood must be done. This sounds a lot like the railcar, so we re-started restoration on it. Since the railcar was well worn and not terribly complete, the two cars will be combined to complete the restoration.

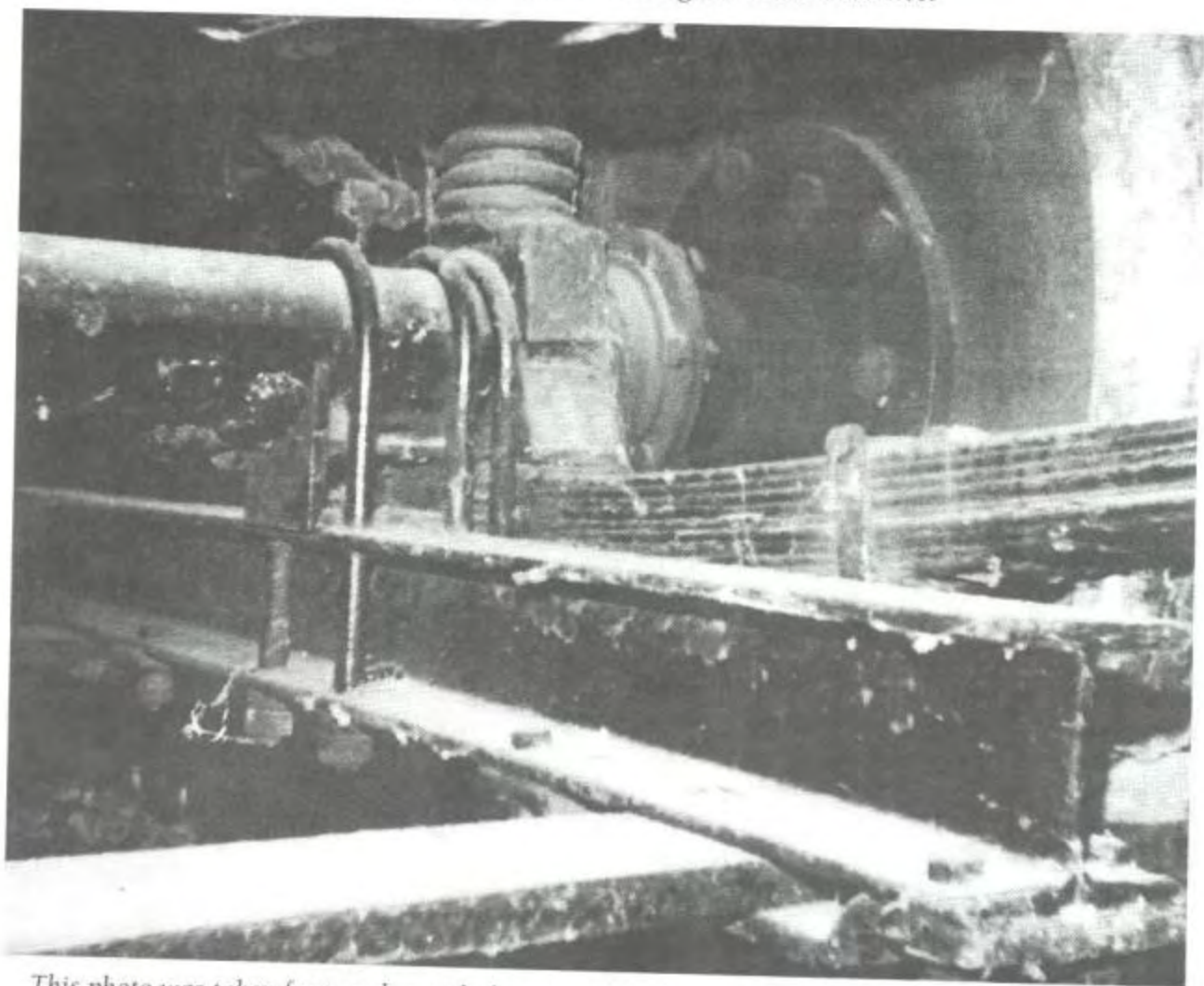
The glass is going in this week, then the body goes for its final fitting of the wood framed doors. Everything has to be installed, then it is up to the upholster. Maybe we'll skip him for now and sit on milk crates just so we can have it for this years Eastern Club meet. Maybe too we'll use the tired old parts car one more time. Come to the 37/38 Eastern Meet in Gananoque, Canada in June to see.



Now my wife finally had her lawn ornament! We left the car on the lawn for the summer.



The railcar at the Toronto McLaughlin Buick Club Meet



This photo was taken from underneath the gas tank looking at the right rear wheel. The bar in the foreground actuated the brakes. The leaf springs had eleven leaves, three more than standard. In addition, there was an extra coil spring above the axle.

ON A STREET IN SAN FRANCISCO

By Paul DeLucchi (#1246)-San Francisco, CA

This old photo shows a '38 Roadmaster parked on Lombard Street in San Francisco, the crookedest street in the world. The couple on the right and owners of the Roadmaster are Arrigo Sturla and his wife Irma. Their house is on the left. My wife and I live in it now. Irma was my landlady until she died recently at the age of 94.

The front of the house is plain, but in

the back is a garden with fruit trees and roses and a terrific view of the bay. I sometimes park my black '38 sedan in this very spot where the Roadmaster once parked.

These next two photos of Mr. Strula and his Roadmaster were taken in the mountains. The other man is his son. I think the '38 Roadmaster is interesting for what it represents. A dirt-poor Italian boy from





Fresno moves to San Francisco and marries, works hard in the produce business and by age 50 can proclaim to all the world that he's a success — a self-made man, owning a building on Telegraph Hill — and buying (*cash, naturally*) a new Buick Roadmaster. A proud man!

But, do you know, he saved string. And screws, broken bits of wire, old faucet handles and little scraps of leather. When he retired, he hung up on the garage wall his wood-handled ice tongs, and wrote above them in thick black crayon, "1915 - 1956". His working years.



ALL THANKS TO THE LAD FROM ARBROATH

From the April 1, 2001 issue of The Scottish Sunday Post newspaper

Tucked away in a quiet Arbroath, Scotland cul-de-sac is a small blue plaque seldom noticed by the town's many visitors. It's dedicated to David Dunbar Buick. Chances are you've never heard of him, but the name might be a bit of a giveaway. For the boy from Arbroath went on to become responsible for setting up the mightiest car-making empire in the world.

David was born on September 17, 1854 at 26 Green Street and emigrated to Detroit two years later with his parents. As a young adult, David made a small fortune by inventing a process for binding porcelain to iron to make white bath tubs. Then he found his real passion in life, cars. In 1902 David founded the Buick Manufacturing Company and began designing his own car.

Just one year later his first car rolled off the production line with an asking price of 1200 dollars, a small fortune in those days.

Although he was the craftsman behind the car, things really took off when businessman William C. Durant came on board as general manager.

Buick's belief that each car was a unique invention was at odds with Durant's desire for mass production, so in 1906 at the age of 52, Buick severed his links with the firm.

The company went from strength to strength when Durant acquired Oldsmobile and Cadillac to form General Motors. The Buick swiftly be-

came an American icon, with 100,000 Buicks rolling off the production line in 1923 alone.

And although the genius behind the car clearly deserved fame and fortune, David Dunbar Buick died impoverished in Harper Hospital, Detroit on March 5, 1929.

To unravel the amazing tale of Scotland's most remarkable forgotten son, radio producer and presenter Billy Kay traveled from Angus to Detroit. He'll tell the

fascinating tale on Radio Scotland tomorrow.

"It's a Buick you see in the famous scene at the end of the movie *Casablanca* and it's the third star of *Rain Man* alongside Dustin Hoffman and Tom Cruise," says Billy.

"The car has also thrived in popular music from Do Wop songs in the '50's to Country and Western classics. Many of these songs will be featured in the program: 'The Buick-An American icon From Arbroath' on BBC Radio Scotland."

Thanks to **Mal O'Neill** (#1425) from County Durham, England for sharing this newspaper article.



David Dunbar Buick
Founder of Buick

DOES ANYONE OWN THIS CAR?

By the Editor

This 1938 Special Two-Door Trunk Back Sedan Model 48 was purchased new on October 7, 1937 by A. A. Archbold in Oak Park, Illinois. The Body Number on the firewall ID plate is 1352. The serial number on the data plate riveted to the frame near the starter is 1-3234504. The first digit being a 1 indicates the car

was assembled at the Flint, Michigan plant. The motor number is 4-3431619. The car was ordered without a heater or sidemounts. The cost was \$1,068.00. This was not a big seller for Buick in 1938 as only 14,229 2-door trunk back sedans were built versus over 80,000 Special 4-door trunk back sedans!

CAR INVOICE CUSTOMER'S COPY		OAK PARK MOTOR SALES CO.		702 Madison Street Phonex Euclid 4100 — Mansfield 3000 OAK PARK, ILL.		October 7, 1937	
SALESMAN H. E. Dryden		SOLD TO A. A. Archbold 317 So. Oak Park Ave. OAK PARK, ILLINOIS		ADDRESS			
MAKE	MODEL	NEW OR USED	SERIAL NO.	MOTOR NO.	KEY NO.	DESCRIPTION	AMOUNT
Buick	38-48-5	New	1-3234504	4-3431619	1-8642	1938 Buick 2-Dr. Touring Sedan Less: Heater	1118 00 15 00 1103 00
Body #1352 Job #38-4411							
						NEW CAR FREIGHT AND HANDLING	
						TIME PRICE DIFFERENTIAL AND INSURANCE	
						LICENSE	
						Less: Special Discount	35 000
						TOTAL SALE	1068 00
						SETTLEMENT	
						CASH ON DELIVERY	
						PREVIOUS DEPOSIT	295 53
						USED CAR 38-41 Buick Sedan (537)	615 00
						TYPE 2918219	
						SERIAL NO. 43089579	
						MOTOR NO. 43089579	
						Unpaid principal	157 47
						18 NOTE: @ \$12.11 Each	
						General Motors Accept. Corp.	
						TOTAL	1068 00
<p>SUBJECT TO TERMS OF ILLINOIS CONDITIONAL SALES CONTRACT OF EVEN DATE HEREWITH</p> <p>ALWAYS SHOW SERIAL, MOTOR AND KEY NUMBER 887 728</p>							

Wherever you are, just look in the classified pages of the telephone directory under "BUICK" for the nearest dealer.

FRAME NO. 13234504 ENGINE NO. 43431619
 BODY NO. 1352 BODY JOB NO. 38-4411
 MODEL 38-48-5 KEY NO. 8642
 Dealer's Firm Name OAK PARK MOTOR SALES CO.
 Signed by H. E. Dryden

OWNER IDENTIFICATION CARD
 This is to certify that
A. A. Archbold
 317 So. Oak Park Ave., O.P.
 took delivery of Buick car, Model 38-48-5
 from OAK PARK MOTOR SALES CO.
 702 Madison St., O.P. Oct. 7, 1937
 and is entitled to receive PROMPT, EFFICIENT and COURTEOUS service from ANY AUTHORIZED BUICK SERVICE STATION. Upon presentation of this card is also entitled to receive service in accordance with the terms of the Standard Buick Owners Service Policy.

Greg Field (#1500) bought this car in 1968 in Los Angeles from the original owner Mr. Archbold, so the car probably still exists. A week later Mr. Archbold was shot and killed in a robbery!



Technical TIPS

NEW PARTS FOR YOUR BRAKE SYSTEM

By Gene McCoy (#573)-New York

PART 1-WHEEL & MASTER CYLINDERS

I have found wheel cylinders and master cylinders of brand-new manufacture that fit our 40 and 60 series cars. The inside diameter is 1 1/8" instead of the original 1" diameter. They bolt up to our cars perfectly and look original in every way. The master cylinder has through holes in it instead of the threaded bolt holes. The holes match up to the chassis on the 40 series and the transmission bracket on the 60 series. I would

recommend you check your hoses and lines carefully as you are now possibly putting more pressure on them with the larger bore cylinders. I replaced my lines with stainless steel. I have switched to Silicone brake fluid and my brakes are superb.

Here is a list of all the readily available part numbers that you can go to your favorite parts store and order. These numbers are in most modern catalogues.

The front and rear wheel cylinders are not identical because of the angle the brake hose attaches. The front hose enters at 45° while the rear hose enters at 90°. To use a front cylinder on the rear I recommend you purchase adapter part number 01786307. This can be ordered from a GMC or Chevrolet truck dealer. My car already had this part installed and it looked like an original part. (ED: I used NAPA 7536 and 7537 on the front wheels and two NAPA 6092 on the rear wheels. Then no rear adapters are needed).

If any members have questions, I will be happy to answer them. Write, e-mail or phone.

Gene McCoy (#573)

20 Raff Ave.

Floral Park, NY 11001-3607

Phone: (516) 354-0210

E-mail: sigcentury@juno.com

WHEEL CYLINDERS	RIGHT SIDE	LEFT SIDE
AC DELCO-	172-92	172-91
BENDIX-	33000	33001
EIS-	EW7536	EW7537
GENERAL MOTORS-	5450642	5450641
RAYBESTOS-	WC7536 (PEP BOYS)	WC7537
WAGNER-	F7536	F7537
WESTERN AUTO-	AF536	AF537
NAPA-	7536	7537

ORIGINALLY FIT:

BUICK	'42-'49 all except Series 90, '50-'57 all front wheels
CADILLAC	'42-Series 63 & 67, '42-'49 Series 75 163" wheelbase '41-'51 Series 60, 61 & 62 '35-'56 Series 86 commercial vehicles '52-'56 All series except commercial vehicles

MASTER CYLINDERS (1 1/8 inch diameter)

BENDIX-	1029
EIS-	RE16714 (REBUILT)
GENERAL MOTORS-	5454022 (CASTING NO. 37A)
MIDAS INTERNATIONAL-	CM1440
CERTIFIED DIVISION-	M16714
RAYBESTOS-	16714 (PEP BOYS)

(ED: My local Pep Boys store did not recognize this number. They said the number was changed to RAYBESTOS 21680)

ORIGINALLY FIT:

Chevy Truck series 3600 early '55, '53-'55 Series 3800
GMC Truck '52-'54 Series 101, 102 except Hydramatic

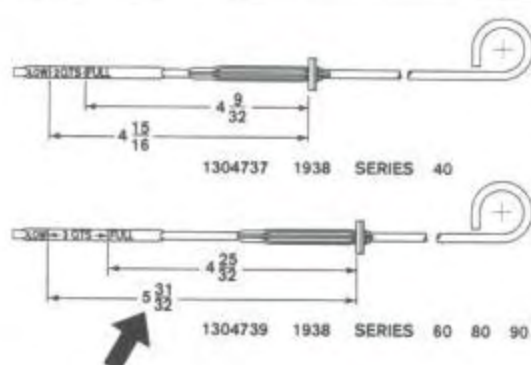
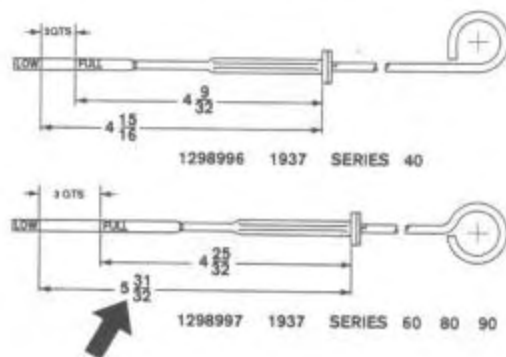
DIPSTICK MEASUREMENT CORRECTION

**Technical
TIPS** 

By the Editor

PLEASE NOTE!

The dipstick drawing used on page 14 of the last issue had two mistakes. Both '37 & '38 60-80-90 Series readings of $4 \frac{31}{32}$ should be changed to $5 \frac{31}{32}$. Thanks to **Gary Glazier** (#1005) for catching this error.



The 1937/38 Buick Story



TO ORDER:
Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:
Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

TOTAL COST:
just \$30 per book
(includes 1st class postage)

**FOREIGN
ORDERS**
please ADD
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks.

Don't delay, order today!



This photo was taken just after Field Marshal Hermann Göring, the commander of the German Air Force (*Luftwaffe*) arrived at the International Hunting Exhibition in Berlin on November 2, 1937. Note the '37 Roadmaster or Limited in the foreground. '36 and '37 Roadmaster and Limiteds looked similar because they shared the same body. It was Buick's last year for wood in the body framing.



I believe this is a '37 because of the two points at the end of the rear bumper. '36 bumpers had rounded ends. This may have been the car which brought Göring to the Exhibition. Thanks to Ray & Josephine Cowdery in South Dakota for sharing this photo. It is from the period book: "Waidwerk der Welt" (*Deer Hunting in the World*).



Technical TIPS

By the Editor

BUICK SERVICE TOOLS

As you read through your 1937 or 1938 Service Manual, you will notice that Buick specified the use of special tools for some operations. These special tools were given a "J" number and manufactured for Buick by the Hinckley-Meyers Company of Jackson, Michigan.

Buick would send their dealers a list of these tools so they could purchase them. There were 30 of these tools offered for 1938 Buicks. Many of these tools were for the semi-automatic transmission and refillable rear tubular shock absorbers introduced in '38. Luckily you can do most operations today without the use of these specialized tools.

I have only seen one of these special tools. It's marked:

TL (tool) J-1111, BUICK 38 ALL SERIES
S A (shock absorber)
BRCKT (bracket)
RUBBER BSHG (bushing)
and Hinckley-Meyers.



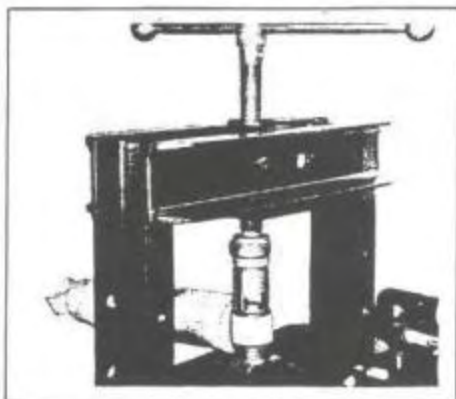
SHOCK ABSORBER BRACKET RUBBER BUSHING TOOL

J-1111

1938
All Series

F.O.B. Jackson, Mich. \$1.10
F.O.B. OAKLAND, CALIF. \$1.20

WEIGHT 7 OZ.



This is how it was described in their tools list. You put the tool in a press to remove the key that held the worn rubber shock absorber bushing.

REAR SHOCK ABSORBER



1-3/8" DELCO DIRECT DOUBLE ACTING
SHOCK ABSORBERS USED ON ALL SERIES.
(INTERCHANGEABLE BETWEEN SERIES EXCEPT FOR CALIBRATION)

REPLACE WORN BUSHINGS WHEN
SERVICING. USE SPECIAL TOOL
J-1111 TO REMOVE KEY.

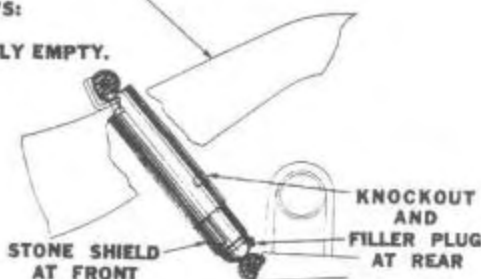
RAISE REAR TO REMOVE
BRACKET WITH SHOCK



CHECK TWICE EACH YEAR, BY DISCONNECTING AT LOWER END
AND OPERATING BY HAND.

FILL WITH DELCO SHOCK ABSORBER FLUID AS FOLLOWS:

REMOVE SHOCKS- REMOVE PLUG, PUMP UNTIL COMPLETELY EMPTY.
CLAMP LOWER EYE IN VICE AT 45° ANGLE,
COLLAPSE TO SHORTEST LENGTH
INSTALL FILLING CUP - COCK CLOSED.
POUR 10 OZ. FLUID INTO CUP (EXCESS FLUID
WILL BREAK SEALS) - OPEN COCK
WORK WITH SHORT STROKES UNTIL FLUID IS
ALL DRAWN INTO SHOCKS.
REPLACE PLUG.
PLACE SHOCKS IN OPERATING OR VERTICAL POSITION
AND OPERATE AT FULL STROKE UNTIL ALL AIR IS
EXHAUSTED FROM FLUID CHAMBERS.



NOTE:- IF SHOCKS ARE INCLINED FROM VERTICAL OR OPERATING
POSITION, THEY MUST BE PUMPED UNTIL ALL AIR IS EXHAUSTED
FROM OIL RESERVOIRS (NO "LOST MOTION" DURING FULL STROKE).

C-6

MISSING FRONT FRAME BRACKET

This front frame bracket is missing on most of the 37/38 Buick's I've seen. It was used on Special and Centurys. (I don't know if it was also used on Roadmaster and Limiteds). The two bolt holes for it are on all frames, but this bracket is usually missing. It ran from the spar that the front bumper attaches to, to the frame cross member. It could be easily made if yours is missing. There is one on each side.

Technical TIPS



By the Editor





Technical TIPS

By the Editor

WINDSHIELD WIPER CHAIN REPAIR

Fricken Auto Parts in New York specializes in windshield wiper parts (Phone: (631) 587-3332). They told me that these chain repair kits are no longer available. They recommend finding a good used transmission or taking the parts from several to make one good one. Because the chain is steel, it usually does not fail. The main problem is with the large sprocket at the bottom of the transmission which attaches to the cross arm. This is what usually fails as it is made out of pot metal.

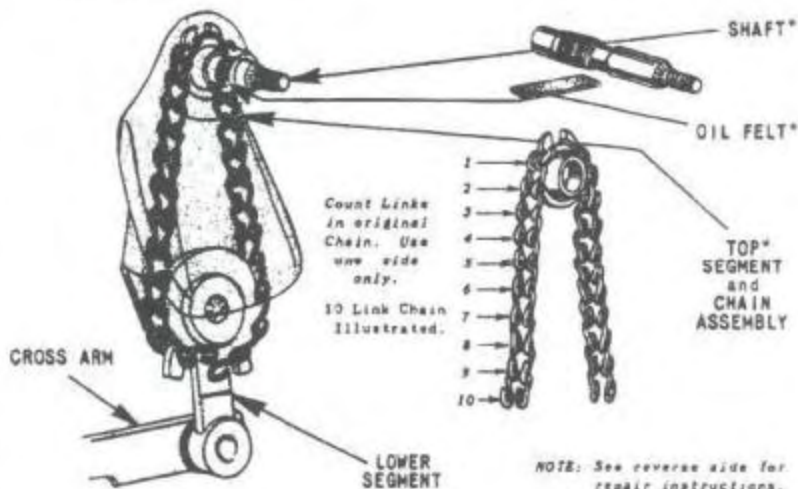
To take a transmission apart to repair or rechrome it, first remove the shaft. It's held in by a press fit. Stack a few washers over the shaft and screw on a 10-32 nut. Then tighten the nut against the washers and pull the shaft out. Then remove the 7/16" nut that holds the lower sprocket and remove the parts.

Thanks to **Bob Graves** (#1136) for sharing the Trico instructions.

TRICO

CHAIN LINKAGE REPAIR INSTRUCTIONS

Principal operating parts for the repair of Chain Drive Linkages are packaged for convenient service and easy identification. Each package contains parts illustrated below.*



REPAIR KITS for CHAIN LINKAGES with THREADED SHAFT



- 1083-A - 15 link chain
- 1085-A - 15 link chain (Special Shaft)
- 1086-A - 17 link chain
- 1087-A - 10 link chain
- 1089-A - 16 link chain
- 1090-A - 14 link chain

REPAIR KITS for CHAIN LINKAGES with KNUBBED SHAFT



- 1083-1A - 15 link chain
- 1086-1A - 17 link chain
- 1090-1A - 14 link chain
- 1092-A - 18 link chain
- 1093-A - 16 link chain

Use these Kits when Original Linkage requires:
New Chains . New Shaft . New Top Segment.

Distributed by authorized Trico Service Stations.

TRICO PRODUCTS CORPORATION . . . BUFFALO, N. Y.

World's Largest Manufacturer of Vacuum Equipment for Motor Cars

WELCOME New Members

John R. Young (#1579)
PO Box 1147
1230 East Laurel
Eunice, LA 70535
38-41

Mitchel Schumacher (#1580)
PO Box 985
Monument, CO 80132
38-46

Christopher Wall (#1581)
3116 Spring Hollow Ct.
Ann Arbor, MI 48105

Dennis Bunck (#1582)
3439 Woodhaven Dr.
Bourbonnais, IL 60914
37-90

Michael Goeb (#1583)
12339 Lake Valley Drive
Clermont, Florida 34711
37-48

Tom Brizuela (#1584)
1123 Bonmark Dr.
Ojai, CA 93023

Robert Waller (#1585)
236 Meadow Road
New Boston, NH 03070
38-81

Lance Cryan (#1586)
PO Box 20231
Wichita, KS 67208

Jay Paris (#1587)
PO Box 459
Brunswick, ME 04011
37-80C

Dan Curtin (#1588)
21750 SE 262nd Pl.
Maple Valley, WA 98038
38-66C

G. A. Bowler (#1589)
108 Willoughby Road
Langley, Slough
ENGLAND SI3 8JG

1938 BUICK SPECIALS BY VICTORY MODELS

New Price
for convertibles
\$135.00
each



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP

VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:



1/43RD
SCALE

NEW



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

CATALOG
#34
\$2.00



RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

YOUR 1937 OR 1938 BUICK SERIAL NUMBER IS NEEDED!

Serious historical researcher needs your 1937 or 1938 Buick frame (serial) number for a research project.
Please take the frame number directly off the vehicle as documents are often incorrect.



The 1937 serial number is on the frame just back of the right front wheel.



The 1938 serial number is under the hood on the frame near the starter.

Mail the frame number, the year of your Buick and its model number ie: 41, 66C, 81 or 90L etc., to:

Terry Dunham

PO Box 4057, Apopka, Florida 32704-4057 • E-mail: BuickOHV@aol.com

Information collected will be used to determine how Buick assigned serial number blocks in 1937 and 1938. Conclusions developed will be summarized and shared in an article to appear in a future Torque Tube. Every possible serial and model number that can be obtained will be needed to successfully complete the project. Thanks!

TERRY DUNHAM-BUICK HISTORIAN

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared *once*, the Torque Tube will rerun it *one more time* if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• 1937 PARTS

King pin set, 50-60 series, NOS.....	\$55
Amp gauge, NOS.....	\$75
Oil gauge, NOS.....	\$75
Clock, used.....	\$55
Robe rail w/mounting hardware; 2-Door.....	\$75
Window crank, NOS.....	\$35
Rear view mirror, NOS.....	\$60
Belt molding, 40 series, coupe & conv, 8 pieces.....	\$150
Taillight lens, NOS.....	\$35
Taillight, complete, pair.....	\$75
NOS Rear axle, 40-60 series, right side.....	\$120

• 1938 PARTS

Temp & gas gauge, temp gauge w/sending unit.....	\$95
Clock.....	\$55

Trunk hinges, used, left & right.....	\$40
Oil line screen that goes in cylinder head.....	\$2

• 1937 & 1938 PARTS

Horn ring, chrome.....	\$125
Door handle w/lock & key, exterior.....	\$95
Headlight lens, NOS, left & right.....	\$75
Door handles, interior, used.....	\$5 to \$20
Door handles, exterior, used.....	\$20-\$75
Interior plastic knobs & pulls	

For complete parts list for 1937 & 1938,
e-mail FAX number or mailing address to:

BUICKPTS@AOL.COM

BELL BUICK PARTS

Al Bell (#1061)

4982 Hubner Cr.

Sarasota, FL 34241

Phone: (941) 927-3588

FAX: (941) 926-8224

• 1938 PARTS

Rebuilt Marvel CD-1 carburetor for a Special.....	\$95
Right side engine splash pan for a Special, clean & painted.....	\$30
Hood and side panels for a Special.....	\$100
NOS starter switch #1868512.....	\$65

John Johnson (#697)

276 N. Seymour Ave.

Mundelein, IL 60060

Phone: (847) 566-5005

• 1938 PARTS

1938 Buick Special sedan model 41 parts car. Has BUICK 8 bumper badge. Good chrome. Rust free. Car minus front fenders but I have some plain, non-sidemount ones. Will part out. Call for prices.

THE BUICK GURU

BUICK BONERY

Ken Schmidt

(916) 381-5271 CA.

FAX (916) 381-0702

E-mail: BuickBonery@webtv.net

• **1937 SPECIAL PARTS**

Robe rope & escutcheons, pitted.....	\$8
Headlight switch.....	\$20
Clocks, have three.....	\$15-\$25
Horn relay.....	\$2
Chrome nose molding, excellent..	\$225
Headlight bucket moldings.....	\$15 pair
Horn button & retaining ring, complete..	\$25
Steering column locking device, painted with key...	\$45
Kick panels, new Hampton Coach.....	\$20
Klaxon horns, pair. Painted & ready to install.....	\$50 pair
Rear view mirror.....	\$10
Radio covers, blank plate for cars w/o radio.....	\$15
Firewall ID tag for a blue '37 Model 41 4-door sedan...	\$15
AA1 Stromberg carburetor, needs work...	\$100
Sun visor brackets.....	\$15 pair
R & L grille halves, left one NOS.....	\$375
Fan blade.....	\$8
Fan pulley.....	\$5
Trunk license plate bracket, complete..	\$25
Klaxon horns, non-working.....	\$20 pair
Hood louvers, pair, need some work....	\$25 pair
Moldings: Front door pair, back door pair, back door to trunk pair, sell only as pairs.....	\$50 pair or obo
Molding: Front door to hood pair. Sell only as a pair.....	\$20
Hood moldings, sell only as a pair, excellent condition..	\$100 obo
Engine splash pans.....	\$50 pair obo
Moldings, back door, right only..	\$15
Molding, back door to trunk, right only..	\$15
Garnish moldings, all plus dashboard. Need restoration. Dash needs minor repairs. Will consider separating.....	\$125 obo
Door sills, original, good usable condition for a 4-door sedan	\$35 obo
Steering wheel center, complete w/emblem...	\$15

• **1937 CENTURY PARTS**

Exhaust manifold, left & right side, no center section.....	\$25 each
Pulley.....	\$10
Distributor #663Z 3327..	\$30 obo
Firewall ID tag for a 37-61 4-door sedan.....	\$20
Chrome inside door trim. Needs repair.....	call
Wiper motor, stuck.....	\$15
Vacuum starter switch.....	\$25

• **1937 ALL SERIES PARTS**

Parking light, no lenses, complete.....	\$65 pair
Taillights w/bezels and lenses, complete.....	\$50 pair

Prices do not cover postage. 20% extra for postage or actual postage when ordering large order. All prices subject to bargaining. Will take reasonable offers.

Jerry Root (#422)
71 South Pollard Dr.
Fulton, NY 13069
(315) 593-2346

(Parts For Sale continued from page 23)

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

40-60 Wiring main harness, new.....	\$250
SPECIAL hood name plates.....	\$40 pair
NOS Special distributor.....	\$75
Large Series AA-2 Carburetor, complete.....	\$300
Cigar lighters.....	\$25
Century sidemounts, complete..	\$1200
AA-1 Stromberg carburetor, complete..	\$200
Coupe & convertible coupe seat.....	\$200
Century wheels., excellent condition.....	\$100 each
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75
Special sidemount fenders and covers, solid and straight with all hardware	\$2500
Special rear end with 3.9 gears, complete.....	\$650
Coupe trunk lid hold-up arms, early style.....	\$75 pair

• **1938 PARTS**

Original Century hood hinge, good condition.....	\$125
Century rims.....	\$75 each
Century engine splash pans ..	\$100 pair
Gas tank sending unit, excellent condition.....	\$75
Instrument cluster with working temp. gauge.....	\$150
Master heater.....	\$75
NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500

(Parts For Sale continued from page 24)

Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
734Z starter with solenoid.....	\$50
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$100 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Century radiator.....	\$100
Used 5 post voltage regulators..	\$25

• 1937 & 1938 PARTS

40-60 Lower inner shaft and bushings, new.....	\$90 pair
Special rear motor mount, new.....	\$90 pair
Front license bracket.....	\$35
Large series transmissions.....	\$300
Special air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Big Series spark plug cover.....	\$100
Headlight buckets.....	\$20 each
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Radios.....	\$125 each
Limited dome light.....	\$65
Large Series oil bath air cleaner.....	\$100

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(763) 427-3460

• **1937 PARTS**

Nose, grille and head lights.....	\$250
Right front Century fender.....	\$100
Grille.....	\$150
Roadmaster engine.....	\$600
Small series (40) engines.....	\$400 each
Century hood.....	\$100
Special hood.....	\$90
Rear splash pan.....	\$50

• **1938 PARTS**

Left front Century fender.....	\$100
Grille.....	\$100
Special hood.....	\$90
Rear bumper.....	\$50
Front bumper (welded).....	\$15
Rear splash pan.....	\$50

• **1940 PARTS**

Century parts car.	
No motor or transmission.....	\$400

• **1948 PARTS**

Complete Roadmaster.....	\$500
--------------------------	-------

• **1951 PARTS**

Steering column with wheel.....	\$75
---------------------------------	------

• **1952 PARTS**

Dynaflo transmission.....	\$50
---------------------------	------

Alan Mattei (#700)
7306 Willow Acres,
Canastota, NY 13032
Phone: (315) 697-2814
E-Mail: buickzeke@aol.com

• **PARTS FOR 1938 BUICK MODEL 41**

1 transmission 3 speed, Partially disassembled.....	\$20.00
1 front bumper with brackets.....	\$10.00
1 rear bumper with brackets.....	\$10.00
1 hood	\$15.00
1 front nose.....	\$10.00
1 right side panel.....	\$10.00
1 left side panel	\$10.00
some side chrome.....	\$10.00
complete rear end and torque tube.....	\$20.00
1 horn.....	\$5.00
1 speedometer and gauge cluster.....	\$25.00
1 bright light switch.....	\$5.00
1 headlight switch.....	\$5.00
1 ashtray.....	\$3.00
1 distributor.....	\$10.00
2 rear shocks.....	\$10.00

2 rear springs.....	\$10.00
new generator brushes.....	\$3.00
new starter brushes.....	\$3.00
Torque Tube back issues	

1993 to present.....\$3.00 each

Buick Bugle back issues

1992 to present.....\$2.00 each

11X 17 color pictures of Buicks:

1903,1909,1910,1922,1923,

1934,1936,1938,1941.....\$30.00 for all

e-mail me at : jondon17@prodigy.net

John Gillio (#1016)

15329 Ridgeland

Oak Forest, Illinois 60452

708-687-4303

Please call between 6:00p.m. and 9:00p.m. cst.

ALL LARGE PARTS PICK UP ONLY.

Parts WANTED

• **PARTS WANTED FOR 1938**

- 4 Hubcaps
- Cream Gear Shift Knob
- Oil Filter Canister off of later Buick
- Defroster Duct Adapters for heater and under dash
- Good Steering Wheel
- Front Floor Mat, NOS or Reproduction
- Buick 8 Front Bumper Badge
- Guide Lights with Brackets

Carl Costantino (#1544)

312 Prospect Avenue

Erial, NJ 08081

Phone (856) 627-8373

E-mail: C50BUICK@aol.com

Cars FOR SALE

• 1938 SPECIAL FOR SALE

1938 2-Door Special Business Coupe
Model 46. Runs well, solid car, no rust.

Asking

\$10,000

Alan Mattei (#700)

7306 Willow Acres

Canastota, NY 13032

Phone: (315) 697-2814

E-Mail: buickzeke@aol.com



• 1938 SPECIAL FOR SALE

1938 Special 4-Door Sedan Model 41
Dark green. Runs and drives well. Car is in
good condition. Recent motor work done.
Call for details

\$9,000.00

Don Fadden (#1557)

11122 East Stillwater Way

Redding, CA 96003

(530) 246-9079



• 1937 CENTURY FOR SALE

1937 Century Phaeton Model 60C
Body-off restoration. Needs some minor
cosmetics. Has vinyl interior

\$27,000

Bob Ankeny

(714) 521-4381 or (714) 449-0114

in Southern California



• 1938 SPECIAL FOR SALE

1938 Special 4-Door Sedan model 41

Engine, generator, starter, oil pump, carburetor, water & fuel pump all rebuilt. Also front shocks. New rear shocks. Radiator converted to pressure type. 3.9 rear end from '38 Century. Original interior, woodgraining and front floor mat. Radio & heater. All gauges work. Rear window shade works. Electric fuel pump with on/off switch. Original running boards. Guide fog lights. Turn signals installed. Repainted 3 years ago in Van Gogh (dark) green. New door weather stripping and window seals. Shark's tooth grill guard. Fender skirts added.

\$15,500 or close offer.

James Rufener (#767)

19612 Salmonson River Road

Mora, MN 55051

Phone (320) 679-9294

E-mail: jimofkl@ncis.com

• 1937 SPECIAL FOR SALE

1937 Special 4-Door Trunk Back Sedan Model 41. Gray with taupe Hampton Coach interior, new wiring, www, radio w/extra speaker, heater/defroster, driving lights and Klaxton trumpet horns, heavy duty air cleaner and grille protector. Also new set of hubcaps and beauty rims. All chrome and woodgraining done, some extra parts go with car.

\$13,500

or possibly trade for a 1953 Super or Roadmaster 4-Door.

Jerry Root (#422)

71 South Pollard Dr.

Fulton, NY 13069

(315) 593-2346



• **1938 SPECIAL FOR SALE**

1938 Special 4-door trunk back sedan Model 41. Light blue, 65,000 miles showing, weekly driver, tan interior in excellent condition, rebuilt transmission, front end, generator, carburetor, new water pump, shocks and gas tank sending unit. Numerous other small parts replaced or restored. Painted about 10 years ago but still looks good. Selling to make room for my 1926 Buick Standard restoration project

\$10,000

Ed Johannemann (#1469)

8845 Fort Hunt road, Alexandria, VA 22308

Phone: (703) 360-4779

• **1937 ROADMASTER FOR SALE**

1937 Roadmaster Sedan Model 81

Solid car, originally from North Carolina, older black enamel repaint, restoration started. Valve job, engine 85% detailed, rebuilt water pump, fuel pump and radiator redone. New transmission and engine mounts, some brake lines redone, rear window rubber, new steering wheel, nice original dash. Believe 69,000 miles is correct. Passenger side has a sidemount fender with all hardware. Both front fenders and nose in primer and off car. Three new wide whitewall tires, proper rims, three gallons of brown Nitrocellulose lacquer. New wiring harness, new hubcaps and NOS runningboard stainless trim. Car is 100% complete. Indoor storage. Owned since 1986

\$4,500

Lewis Cohen (#584)

58 North Racebrook Road

Woodbridge, CT 06525

Phone: (203) 397-8723 evenings

• **1937 SPECIAL FOR SALE**

1937 Buick Special 4-Door Model 37-41

Outside looks good. Interior Restored. 12 volt electrical system. Halogen headlights
Some spare parts and manuals, mags, etc.

\$10,000

Pictures can be found at: www.greenapple.com/~bgbot173

Steve Brodbeck

7380 Lithopolis Rd.

Carroll, Ohio 43112-9732

Phone (740) 687-5949

• **1937 SPECIAL FOR SALE**

1937 Model 46

Special Business Coupe

Excellent Driving Automobile,

Ready For Summer Touring.

Strong Running,

Rebuilt Motor,

Many Extras Included!

\$8,700

or Best Offer

Jim Flack (#499)

Los Altos Hills, CA

Phone: (650) 941-0603

E-mail: jfflack@pacbell.net



Cars WANTED

• WANTED

1937 or 1938 Century Convertible Coupe.
Would consider convertible sedan. With or
without sidemounts. Must be #2 condition
and mechanically ready for touring.

Bayard Guild (#1553)

11 Main Street, Dover, MA 02030

E-mail: bguild@mediaone.net

• WANTED

1938 Buick Special Convertible Coupe
Model 46C with or without sidemounts.

Harold Cohen (#1322)

3961 S. Hudson Way

Englewood, CO 80110

E-mail: Pletzel1@aol.com

Literature FOR SALE

• 1937 MANUAL

Original radio manual.....\$20

• ALL 1938

Model 80C color photo.....\$35

Newer dealer showroom ad.....\$40

Century Model 61 2-page magazine ad...\$75

(all three of the above items are nicely
framed and in excellent condition)

2-Service Manuals for Self Shifter + Owners manual
(would like to see owner of a self shifter get
this set. Very nice, will not separate).....\$100

John Johnson (#697)

276 N. Seymour Ave., Mundelein, IL 60060

Phone: (847) 566-5005



• 1938 POSTER

1938 Buick poster, full color, 24 1/2" x 53".
Shows front of a yellow 1938 Buick with lots
of people in the background. Perfect, not
folded. Also have many other Buick advertis-
ing posters and banners, all eras. Also have
automobile advertising specialties such as
Schroeder Tire Gauge display tin, ACME tire
valve display tin, Kendall Motor Oil clock etc.
Call if interested.

Len Peterson (#1559)-New Hampshire

Phone: (603) 654-6656

FAX: ((603) 654-5440

• 1937 PRINT MATERIAL

1937 Dealer Fact Book, excellent.....\$125

1937 Dealer Service Bulletins,
good.....\$45

1928-1940 Master Chassis Parts List,
very good.....\$100

1937 Buick Owners Manual w/original
envelope and repro envelope.....\$65

October 1936 Buick magazine with
color foldout of the the 1937 models..\$60

1937 Buick Centerline original
radio manual.....\$60

1937 three different sets of paint chips
and other related material. Call for
more information.....\$75

Sixteen 1937 Buick ads,
all different.....\$100

Set of Miscellaneous 1937 literature.

Good Housekeeping In Your Car booklet,
electric clock tag, blank Buick service owners
policy, Delco battery warranty card, hand
written insurance receipt for 1937, original
literature on how to convert your headlights.
Sell as a group only. Call for details.....\$40

1937 It's Buick Again black and white
ad, 7" x 10".....\$10

Jerry Root (#422)

71 South Pollard Dr.

Fulton, NY 13069

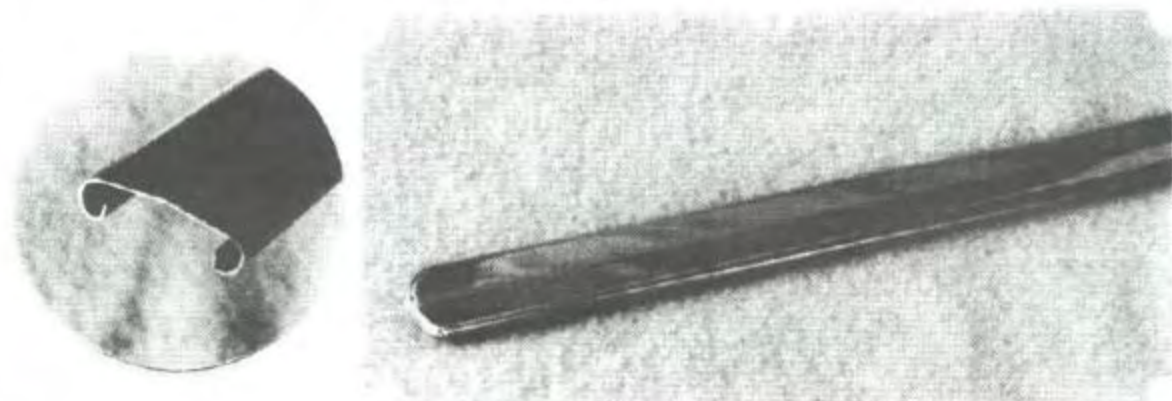
(315) 593-2346

1937-1938 Buick "Hood Hinges"

FOR SALE

All stainless steel reproduction of the original trim

\$195.00 plus shipping and tax (ca)



All orders custom "cut to length"

to fit your model and year.

(916) 362 2597

email: marbol1000@netscape.net

Bohs Specialty Parts

9282 Sungold way

Sacramento, Ca. 95826

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. SATISFACTION GUARANTEED.

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item. SATISFACTION GUARANTEED. \$39.95 including shipping.



TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057

e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$1.90 ft.
Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
---------------------------	------------

TRUNK SEAL-SEDANS, 1/2" Wide;

Ser. 80-90.....TW-371.....	\$38.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$38.50

TRUNK SEAL FOR COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.00 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....CB-343BK.....	\$6.25 ea.
Brown.....CB-343BN.....	\$6.25 ea.

PEDAL FLOOR SEALS: All Models

FS-375.....	\$12.95 pr.
-------------	-------------

1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....AP-37B.....	\$32.00
Brown.....AP-37BN.....	\$35.50

SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.25
Brown.....	\$18.50
Series 80-90 Black Only.....	\$8.50

DOOR SILLS; Trim To Fit

2-Door.....	\$69.50 pr.
4-Door.....	\$104.25 set

GLOVE BOXES.....\$27.00 ea.

PARKING LIGHT LENS.....\$18.95 ea

CARB. KITS: CARTER

CK-360C.....	\$26.50
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